

ORDINANCE NO. 09-370

**AN ORDINANCE OF THE CITY OF KELSO ESTABLISHING A POLICY FOR SPEED HUMP INSTALLATION AND FOR THE PAYMENT OF THE COSTS OF SUCH INSTALLATION IN THE CITY, AND AMENDING THE CITY'S ENGINEERING DESIGN MANUAL TO INCLUDE SAID POLICY.**

WHEREAS, as the City of Kelso continues to grow, traffic volumes and speed on city streets continue to increase; and

WHEREAS, the City of Kelso is committed to providing a safe roadway system, but has limited resources to provide traffic enforcement throughout the city; and

WHEREAS, a variety of physical and geometric traffic calming techniques have been developed across the nation to safely reduce speeds on a 24-hour basis by affecting motorist behavior; and

WHEREAS, speed humps are one of the traffic calming techniques that have been proven to be an effective passive speed control device; and

WHEREAS, the Manual of Uniform Traffic Control Devices adopted by the Federal Highway Administration recognizes speed humps as a geometric feature of the roadway and identifies signing and pavement markings for use with speed humps; and

WHEREAS, the Institute of Transportation Engineers and municipal agencies throughout the nation have prepared guidelines for the use of speed humps; and

WHEREAS, the City of Kelso has several existing requests currently identified for speed humps throughout the city in our adopted CIP as of the date of this resolution; and

WHEREAS, the existence of such speed humps will effectively reduce the speed of motor vehicles and result in safer streets; and

WHEREAS, requests from citizens continue to be received for the installation of speed humps on additional city streets; and

WHEREAS, the City Council has previously adopted the Kelso Engineering Design Manual and said Speed Humps Policy should become part of said Design Manual;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KELSO DO ORDAIN AS FOLLOWS:

**SECTION 1.** That the City of Kelso shall provide for the installation of speed humps on city streets subject to the following policy and approval process:

**A. WHERE SPEED HUMPS MAY BE INSTALLED**

Speed humps may be installed only on streets having all of the following characteristics:

1. No more than two travel lanes;
2. Overall pavement width not greater than 40 feet;
3. In street sections having grades of 8 percent or less at the location of each hump;
4. On streets where the speed limit is 30 miles per hour or less;
5. The street is functionally classified as local or collector;
6. The street is residential in nature;
7. The street has an average daily traffic volume of 5,000 vehicles or less at the location of the humps.
8. In street sections where the minimum safe stopping sight distance can be provided at the posted speed limit.
9. Where 50% of the vehicles during a 24-hour period are traveling at a speed of 5 mph or greater over the speed limit.
10. On existing streets only with the documented approval of at least fifty-one percent (51%) of the residential households within the approval area, which is defined as adjacent to the series of speed humps or within 500 lineal feet of the outermost speed humps as measured along each roadway centerline, including connecting roadways;
11. In new developments or on new streets at the direction of the Public Works Department during the development review process; and
12. On critical or frequent emergency vehicle response routes that meet all of the above criteria, only a modified speed hump, referred to as a speed cushion, that reduces emergency vehicle delay, may be installed.

**B. DEVIATION FROM SPEED HUMP CRITERIA**

Deviations from the criteria under **WHERE SPEED HUMPS MAY BE INSTALLED** may be made by the Director of Public Works upon completion of a site-specific traffic study and consultations with the Fire Department and Police Department.

**C. WHERE SPEED HUMPS MAY NOT BE INSTALLED**

Speed humps shall not be placed within a severe horizontal or vertical curve; wherever possible, speed humps shall be placed on tangent rather than curved sections of the roadway.

Speed humps shall not be placed on streets where long wheel-base trucks constitute greater than 5% of the total vehicle volume.

Speed humps shall not be placed at locations or in streets where there are other traffic safety factors that discourage the use of speed humps, as determined by the Transportation Engineer, who, together with the Public Works Director, shall have the sole discretion to deny requests for speed humps.

Speed humps shall not be placed at or near locations where previously existing speed humps were removed by the petition method defined in this Resolution, within a preceding three year period.

#### **D. PLACEMENT AND LOCATION OF SPEED HUMPS**

The Public Works Director shall have the sole discretion to determine the number, exact locations, and specific profile of the speed humps needed for the requested area.

#### **E. COST OF AND PAYMENT FOR SPEED HUMPS**

The cost of all materials, including, but not limited to, asphalt, concrete, signs, and pavement markings, shall be paid by the applicant and/or supporters from the approval area. The cost of materials is subject to market pricing fluctuations and shall be determined by the Public Works Department at the time the approval petition is prepared for circulation.

In the case of new developments or new streets, the developer shall be responsible for the entire cost of the speed humps, including material, equipment, and labor. The costs of the speed humps shall be determined by the Public Works Department at the time the improvement plans are approved by the City, and payment shall be received by the City prior to final plat approval, project acceptance, or issuance of the certificate of occupancy.

All speed humps shall be installed and maintained by City staff after the request process or development review process has been completed and payment received.

#### **F. PROCESS FOR SPEED HUMP INSTALLATION**

1. Requests for speed humps shall be submitted to the City Engineer.
2. The City Engineer shall review the request to determine if the proposed location(s) for the speed humps meet the speed hump policy.
3. If the policy criterion appears to be met, the City Engineer shall meet with the applicant to determine the precise locations and number of speed humps. In addition, the City Engineer shall determine the area requiring resident approval (approval area), typically at least 500 feet beyond the outermost speed humps, including residents on connecting roadways who reside within 500 lineal feet of the speed humps, as measured along the roadway centerlines.
4. The City Engineer shall review and/or gather traffic data for the requested location, including vehicle speeds, traffic volume, and crash history.

5. If traffic data supports the request for speed humps and the criteria of this policy is met, the Public Works Department shall prepare a petition identifying all of the developed property owners in the approval area, and provide the petition to the applicant. The petition shall also identify the cost of materials for the proposed speed humps.

6. The applicant shall then circulate such petition and obtain signatures from all property owners of the approval area. The petition shall contain a check box or other method for an owner to indicate their support or opposition to the installation of speed humps. Only one signature is required from each property ownership, and that signature shall be presumed to represent the entire property. Fifty-one percent (51%) or more of the property owners of the approval area must support installation of the proposed speed humps for the process to continue.

7. If fifty-one percent (51%) or more of the property owners of the approval area have indicated on the petition their support for installation of speed humps, the applicant shall be responsible for paying to the City the funds identified on the petition to purchase all the materials required for installation of the speed humps. The applicant may pay the entire cost identified, or may submit checks from one or more petitioners. All payments shall be processed through the City Engineer to ensure the total funds required are received.

8. After a successful petition has been received and money collected, materials shall be purchased and the speed humps installed using the Small Works Roster. The schedule for installation of the speed humps shall be determined at the sole discretion of the Public Works Department, contingent upon weather, staff workload, traffic considerations, and availability of the required materials.

9. In the case of new developments or new streets, after the streets have been constructed and payment received from the developer or project proponent, the speed humps shall be installed using the Small Works Roster. The schedule for installation of the speed humps shall be determined at the sole discretion of the Public Works Department, contingent upon weather, staff workload, traffic considerations, and availability of the required materials.

## **G. SPEED HUMP REMOVAL**

Speed humps must be in place for at least twelve months before they become eligible for removal through the petition process.

Speed humps shall be removed with the documented approval of such removal request by at least sixty (60%) of the property owners of the approval area, as defined previously in this Resolution.

Speed humps shall be removed by the City as traffic volume increases and exceeds an average traffic volume of 5,000 vehicles per day, or the street's functional classification is changed from residential or collector street, at the location of the speed humps.

After a speed hump is installed, applicants or petitioners who paid for installation of the speed hump shall not be eligible for any refund of their monies paid, regardless of the reason for removal of the speed hump(s).

## H. PROCESS FOR SPEED HUMP REMOVAL

1. Requests for speed hump(s) removal shall be submitted to the City Engineer.
2. The City Engineer shall determine the area requiring property owner approval of the removal request (approval area), as defined previously in this Resolution.
3. The Public Works Department shall prepare a petition identifying all of the developed properties in the approval area, and provide the petition to the applicant.
4. The applicant shall then circulate such petition and obtain signatures from all of the owners of the approval area. Sixty percent (60%) or more of the property owners of the approval area must support removal of the speed humps for the process to continue.
5. If sixty percent (60%) or more of the owners of the approval area sign the petition in support of removing the speed hump(s), the City shall remove the speed hump(s), signs, and pavement markings. Removal of speed hump(s) shall be at the City's expense.

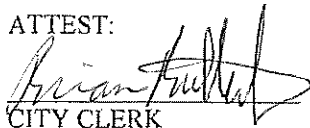
**SECTION 2.** That the Kelso Engineering Design Manual shall be amended to include the above Speed Humps Policy. This Policy shall be inserted in Chapter 3 – Streets, and be titled Section 3.25 of said Design Manual.

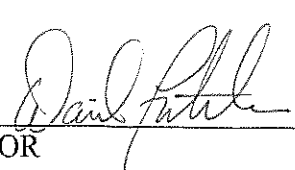
**SECTION 3.** This Ordinance shall be in full force and effect five days after its passage and publication of summary as required by law.

**ADOPTED** by the City Council and **SIGNED** by the Mayor this 19<sup>th</sup> day of

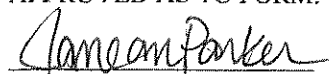
May, 2009.

ATTEST:

  
CITY CLERK

  
MAYOR

APPROVED AS TO FORM:

  
CITY ATTORNEY